

people were in and what size plane. There were so many variables that might arise that it was felt that to authorize D.A.S. to set those rates through rules and regulations in effect, that would be appropriate to the type of plane that was being used was a more realistic way than to put in some arbitrary rate that wouldn't necessarily fit. It depends on the plane.

SENATOR DWORAK: Senator Warner, the thing that bothers me and I have got some conflict here, is that I can see four people going someplace which would maybe require a twin engine plane or something like that and it would be nice to have the flexibility to have 36¢ or whatever a twin engine might cost in relation to a single engine but then again I can see one individual who would prefer to go out in a twin engine and have three empty seats but then because he took a twin engine, suddenly the cost was 32¢ or...I have no idea of the cost of air travel per mile. I can't even put a finger on it but I just wonder if we shouldn't have some of those approximate costs that we are talking about here and whether we might not encourage a person who could use a car more economically use an airplane and this type of thing and I have some misconceptions with this.

SENATOR WARNER: If anything was to be done, Senator Dworak, I think you would have to come up with some, so many cents per passenger mile perhaps. It would need a lot of variances. Senator Marsh perhaps recalls some parts of this.

SENATOR SAVAGE: Senator Marsh.

SENATOR MARSH: Mr. Speaker, and Senator Dworak, when this was heard before our Committee there was quite a little discussion on this very item. Even though someone would choose to take a double engine plane they would still be paid at the lowest rate for a single engine plane. This is the same as if you are taking your small, economy size car, you are paid the lowest rate and when you take the next larger car or the largest car, even though it may cost you more, you still are paid at the lowest rate and that is the intent of the Department of Administrative Services and they discussed it in quite some detail with us.

SENATOR DWORAK: I think Senator Marsh is addressing remarks to me and I'd like to comment and reply with another question. Senator Marsh, wouldn't it be prudent then to establish this lowest rate and put it in statute?

SENATOR MARSH: The reason I say no is, we have continually had to come back and change the motor vehicle rate. I think that government is trying to be as prudent as possible yet responding to the increased cost and as I've been here for a number of years, we have increased the reimbursement on automobile travel. We probably will be also eventually increasing the rate on airplane travel, but it is within the Governor's Administrative Services Division so that the Governor has an opportunity to stay right on top of it. It will not be increased more than it should be and I have much confidence that this will save us time and money in the future so that we do not have to come back every year with another piece of legislation setting a dollar figure and there is no point putting something into statute that you are already certain will need to be changed in the near future.

SENATOR SAVAGE: The Chair recognizes Senator Merz. There are no other lights on, so the question is the advancement of LB 869. All those in favor vote aye, opposed vote nay.